THIRTY-NINTH YEAR-NO. 21

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PASSENGER DESCRIBES THE THRILLING SCENES ON THE REPUBLIC

Men and Women Scantily Clad Rush From State Rooms at Impact-Discipline of Crew Is Perfect and Panic Averted-Transfer of 1600 People to Baltic Nearly Results in Riot of 500 Italians

New York, Jan. 25 .- The dramatic, sea story of the wrecking of the White Star liner Republic by the steamer Florida of the Lloyd-Italian line, in which six lives were lost and four people injured, came to a close today when the big steamship Baltic, of the White Star line, came into port bearing on board more than 1,600 passen-gers of the sunken Republic and the crippled Florida Stories told by Republic's passengers show that the transfer of passengers from the Florida to the Baltic in the dark hours of Sunday night came perflously near resulting in a riot of the 500 Italian steerage passengers on the Florida who believed that their vessel was in imminent danger of sinking. Only the efforts of the officers aided by several of the Republic's passengers quieted the frightened men, who sought to be the first to board the life boats.

The officers of the Baltic report the deaths of Mrs. Eugene Lynch of Boston and W. J. Mooney of Langdon, N. D., together with four negro sailors whose names are not known. The bodies of Mrs. Lynch and Mr. Mooney were placed in sealed caskets which sank with the steamer Republic off Nantucket

It developed late this afternoon from further information of the collision, that Serafino Remolo, a quartermaster on the Florida, was ordered by the commander of the Florida, when the collision threatened, it is said, to put the wheel to starboard. Instead he put the wheel to port and the Florida rammed the Republic.

According to the same account, the

captain of the Florida picked up an fron spike and dealt Remolo a blow over the head at the moment of the hurt, is said to maintain that he was asleep in his bunk at the time of the

New York, Jan. 25.—As the steamer Baltic, carrying the passengers from the steamers Republic and Florida, anchored three miles east of the Ambrose channel early today, an Assucceeded in opening communication with H. J. Hover, of Spokane, Wash ington, one of the Republic's passengers. Mr. Hover and wife planned an extended automobile trip abroad and were outward bound on the Republic when she was rammed by the Florida Saturday morning

Through the megaphone Mr. Hover described the transfer of the passengers from the Republic, and later from the Florida to the Baltic. The trans fer of scantilly dressed and frightened men and women from the vessels lasted twelve hours, beginning at 8 o'clock on Saturday night and ending at 8 o'clock yesterday morning During the night, the searchlights of the Baltic illuminated the sea, making a weird picture as boatload after boatload were safely gotten on board the Baltic, two of the Republic's passengers tumbling into the sea while being placed in a boat, but were promptly rescued.

Mr. Hover said that the injury to the Republic was abaft midships of the port side just forward of the cen-

State rooms 34 and 28 wer stove in by the bow of the Florida, which withdrew from the gap almost instantly and vanished in the mist astern, leaving one of her anchors in the wreckage of the demolished stateroom of the Republic. The impact and withdrawal were so swift that no one aboard the Republic had a chance to identify the steamship. In half an hour, however, summoned by the distress blasts of the Republic, the Florida picked her way through the murk and came alongside. Captain Sealby had his own boats lowerand in these, and those of the Florida, all the passengers of the wounded liner were put aboard the Florida. This operation took two hours in a placid sea. Among wounded who were put on the Italian liner, was Eugene Lynch, whose wife had been killed in their stateroom on the Republic. Mr. Lynch's leg was broken in three places and he was otherwise injured. As it was considered unsafe to transfer him to the Baltic, he was left in charge of the Florida's surgeon.

Mr. Hover said there was very little panic aboard the Republic, though many came on deck in their night clothes, and that the discipline of the crew was perfect. The collis ion, he said, occurred between three and four o'clock on Saturday morning, when everyone was in bed. A great many passengers were thrown from date in today's Record-Herald, advotheir bunks by the crash, and many rushed wildly on deck in their bare the national forests outside of Yelthe transfer of passengers began. Carrying out the rigid rule of the sea, the elk in the Yellowstone park and the and in two hours all were safely on ming. General Young, who has been board the Florida. That ship was superintendent of Yellowstone park terribly crowded, however, and at the for several years, says that hunters

sea had been smooth during the trans- if they can get food. of passengers from the Republic

ed the work, while those who remained on the Florida, waiting for the next boatload, saw their companions was during this that the two passengers fell overboard, but were rescued little the worse for their experience.

Pieced out into a continuous story the accident of the collision as related to the reporters by Mr. Hover, was as follows:

passengers of the Republic and most of her crew, were asleep. Mrs. Hover and I, like most of the Republic's passengers, were awakened by being in the park during the summer seaviolently thrown out of the side of our bunks. The shock was terrific. side, in the passageway, I could hear

the sound of running feet. From the

deck above came cries and the shouting of orders. I turned on the electric light and hastily throwing an overgarment over us, Mrs. Hover and I made our way bareheaded and barefooted to the music room on the promenade deck. While the alarm gongs were sounding all over the ship, the stewards were going from stateroom to stateroom arousing the passengers. By the time we got to the music room, the place was full of men and women, some with nothing over them, but the clothes in which they been asleep,

others were wrapped in ship's blankets and steamer rugs, almost fran- him. Grab him now.' tic with fear and shivering with the cold. The women huddled together, some weeping, a few hysterical. Most of the men rushed out on deck to ascertain what the trouble was. There The quartermaster, badly they found the crew of the Republic taking the tarpaulins from the life

boats and standing by ready to swing out the davits. There was no sign of any other ship anywhere. The fog horn of the Republic was letting out shrill blasts, but there was no an swering whistle. I don't know how long we were left to wonder what had happened. Finally the second officer sociated Press tug ran alongside and informed us that there was no danger of the vessel going under. The majority became composed at hearing this, but still some of the women were beside themselves and refused to return to their stateroom to dress, and their clothes had to be brought to them from their cabins. In less than

half an hour, however, mostly everyone had managed to get clothing on. "After a little, I heard an answering whistle and the Florida came up, looming out of the fog on our starboard quarter. There was an exchange of questions and answers between the two captains, and the injury to the Republic having been discovered more serious than was at first supposed, we were told that we were to be transferred to the Florida. This announcement caused more terror than had the shock of the collision even, but after a while, comparative calm was obtained and the trans-shipment was begun. The women and chil en were first, of course. The Florida could scarcely be seen, although less than a cable-length away. The boats would stand out under the searchlight and then fade away into the mist.

which would take over the greatest number of people in the least time. When it came to the turn of Captain Sealby and the officers and men of the Republic to abandon the ship,

The Florida's boats had also been put

over the side and it was a sort of con-

test between the two crews, as to

they refused. We stayed aboard the Florida all day Saturday, packed like sardines. At 5 o'clock, word came that the Baltic would take us off. Once more we had to go through the experience of going from the ship to the life boats. It city, which covered the tracks last was the same thing as in the darkness | week. Trains are running without inof the early morning except that the seas was running high instead of be- Ore. ing quite still. For more than eight hours, the little boats hurried from ACCIDENTALLY SHOOTS one ship to the other until 1,600 peo ple had been taken over to the Baltic. The crew of the Florida, following the example set by the crew of the Re public, remained on board, as did one of our passengers, Eugene Lynch, whose wife had been killed in the crush between the two ships and himself, who was too badly injured to be removed.

PERMANENT ELKS' FEEDING GROUND IS ADVOCATED

Chicago, Jan. 25.-William E. Curtis in an article under a Washington cates fencing off certain portions of With the return of the Florida, lowstone park, as refuges for game. "There is," vays he, "a herd of 25,000 women were placed in the boats first, forest adjoining it in northern Wyo- of people in the Star theater in Lexonference between the captains of the have estimated the herd as high as Florida and the Baltic, it was decided 40,000 head. They spend the sumthat another transfer of passengers mer in the Yellowstone park, and, as winter approaches, move southward Accordingly this second hazardous to a lower altitude to find grazing. undertaking was begun. While the They can stand any amount of cold

T. S. Palmer, chief of division of to the Florida, the waters were now game preservation, department of ag- of soda used as food preservative is

sarily more dangerous and of longer of them winter around the town of Thinly dressed passengers | Gardiner, near the Mammoth Hot crowded to the Baltic's rail and watch- Springs, and in Hayden valley, in the northeastern portion of the park, where there is an open country and plenty of food; more go down into lifted safetly to the New Haven. It the Wyoming state game preserve, where a range of more than 600,000 acres was set apart in 1905 and others go down into Jackson Hole, which is being rapidly filled up with settlers, and where for that reason they are no longer safe.

"The problem before the govern-"The shock came when all of the ment," says Mr. Palmer, "is to find them a permanent feeding ground, where they will be protected during the winter as they are now protected

> YOUNG DESERTER WALKS INTO TRAP MADE BY POLICE

Denver, Jan. 25.-Bert Dort, an eighteen-year-old deserter from the Mare Island navy yard at San Francisco yesterday walked into the police station and was arrested. The officers have been looking for Dort for some time and inserted a want ad in a local paper as a bait with which to attract him. Dort answered the advertisement and after having been engaged for a fictitious position was sent to the police station with a note which read as follows

"The bearer is Bert Dort. You want Ignorant of the contents of the note Dort presented it to the police captain on duty and was at once locked

RAINY DAYS JANUARY

THAT IS THE RECORD SO FAR IN SACRAMENTO VALLEY.

High Winds and Heavy Rains Prevail on Coast, but Rallroad and Flood Conditions Are Improved.

San Francisco, Jan. 25 .- Another storm, following closely that of last week, prevails over the Pacific coast states, causing high winds and heavy rains over most of California. Storm warnings are displayed at all stations of the weather bureau. The rainfall has been very copious in the San Francisco Bay section, and in the upper Sacramento valley. A precipitation of nearly nine inches has been recorded in this city during the present month. There have been twenty-three rainy days in January, which equals the record for sixty years. As rain continues to fall, this doubtless will exceeded. More showers with unsettled weather are predicted. In the mountains the fall of snow has been

Reports from the river valleys today are encouraging, no further floods having occurred.

Railroad traffic is being resumed as rapidly as conditions will permit. The coast division of the Southern Pacific open to Santa Barbara, but will be obstructed for several days yet by the landslide fifteen miles south of that

AND KILLS HIMSELF

Albuquerque, N. M. Jan. 25 .-Charles Q. Goodman, 32 years of age, was accidentally shot and killed by Harry Benjamin vesterday afternoon while the two were hunting quail along the Rio Grande. The men had started a bunch of quall, had killed several of them, and were following them up when Benjamin stumbled and fell with a cocked shotgen in his hand. His finger was on the trigger and the shot | in England. I have been in the west was discharged, the full force entering Goodman's stomach.

WOMAN'S CALL "MEYER" CAUSES | name." PANIC IN THEATER.

for "Meyer, Meyer, Meyer," to a boy whose attention she wished to attract sounded like "fire, fire, fire." to scores ington avenue yesterday and nearly all the 2,500 persons who were witnessing a moving picture show took up the cry and rushed for the exits. The police quieted the crowd and no one was injured.

BENZOATE OF SODA IS NOT INJURIOUS TO HEALTH

Washington, Jan. 25.—That benzoate rough and the operation was neces- riculture, says that several thousand not injurious to health is the judg- a couple of months ago.

ment of the referee board of consult-ing experts, of which Dr. Ira Remsen, president of the Johns Hopkins university, is chairman. This conclusion which has been approved by Secretary Wilson, reversed the finding of Dr. H. W. Wiley, chief of the bureau of chem-

SIXTY MEN ENDANGER LIVES TO SECURE SNOWSLIDE VICTIMS.

Ouray, Colo., Jan. 25.—Working in constant danger of their lives from snowslides sixty men are excavating Mount Sneffles canyon where the bodies of three of the victims of the snowslide of Friday are buried. The snow in the canyon is 150 feet deep in places, and it may be necessary to remove the larger portion of this be-fore the bodies are found. Those who have studied the slides, especially that known as the Waterhole, predict that another slide will take place within a few hours.

WILDEST STORM RAGES

Telephone Wires Down, Lives in Danger at Telluride—Trains Stalled

Telluride, Colo., Jan. 25.-Today showed the wildest period of the storm which has raged here for four days. The telephone wires are down and the streets are almost impassable Falling trees and snowslides endanger the lives of those who are foolhardy enough to venture out. Trains are from twelve hours to three days late and traffic is at a standstill. The train which left here for Durango on January 22, is stalled at Ophir and the officials of the road are unable to state when it will be able to proceed. It will be three days before rescue parties can be sent out to search for those lost in the snow. The towns below Telluride are completely cut off and no estimate of the damage done by the storm can be obtained.

BARBERS DO NOT WANT TIPPING ABOLISHED

Chicago, Jan. 25.-Barbers are up in arms. The tipping system is threatened. It has been discovered that it lowers the self-respect of a barber to accept a tip. Some of the union offithat account. The rank and file, however, would

rather take chances on its self-respect than have its income lowered. P. A. Holser, international organizer of the union, favors the abolition of the tip. It adds greatly, he says, to the number of self-shavers. He does not believe in home industry in that direction. The agitation is to be kept

up, he declares, until barbers are giv

en wages sufficient to support them-

selves without having to accept char-

HE IS SO OF BRITISH PEER

YOUNG MAN, ARRESTED FOR FOR-GERY, DISCLOSES IDENTITY.

Claims to Have Written Several Books and Attributes His Downfall to Dissipation.

Mexico, Mo., Jan. 25 .- Asserting that he is the oldest son of John Campbell Gordon, Earl of Aberdeen, a British peer, a prisoner in the Audrain counterruption from Red Bluff to Ashland, ty jail, who has been under arrest for over a week, for an alleged forgery, last night made his first statement to the police. When arrested, the man gave his name as L. F. Leland and said he lived in Wyoming. He is | PROMINENT STATESMEN FAVOR charged with forging a check for \$150 upon a local merchant. In his state ment Gordon says:

"My father is John Campbell Gordon, seventh Earl of Aberdeen. He is 64 years of age and I am 30. I left home eighteen years ago and came to this country on account of differences for several years and have gone under the name of Lyle F. Leland. I have written several books under that

Gordon attributes his present condi tion to dissipation. He possesses an New York, Jan. 25.-A woman's call excellent education and is undoubtedly English.

BEDOUINS ON A RAID KILL FORTY OFFICIALS

London, Jan. 25 .- A dispatch to the Daily Telegraph from Chicago states that a report has been received from Hejaz, in Arabia, that Bedouins raided the station of Guttaf and killed forty officials. It is also reported that the Bedouins attacked another station but were repulsed after two hours'

fighting According to a dispatch to the Times from Constantinople the raid occurred

HARBOR

Wreckage of the Ship Reflects on This Government

Washington, D. C., Jan. 25 .- Governor Magoon of the provisional gov ernment of Cuba, in his annual report to the secretary of war, made public today, brings to his attention the wreck of the United States battleship Maine in Havana harbor and recommends that the government take im mediate steps to accomplish its re moval without further delay. He says:

"The wreck of the Maine continues to lie in the mud and waters of Havana harbor. The sunken battleship is a serious menace to the shipping of the harbor as it occupies a portion of the best anchorage. The obstruction has increased annually during the past ten years by causing a shoal. The moderate tides prevailing in the harbor are hardly sufficient to prevent gradual filling up and this shoal ser iously interferes with the action of the tides and, therefore, the entire harbor is rapidly filling. It will be necessary, in a short time, to begin dredging in order to provide proper anchorage for the large amount of shipping now entering the harbor unless the wreck is removed. The anchorage is also restricted by the wreck and the shoal, for ships are obliged to anchor at sufficient distance to pretheir cables.

"Even more important than this obstruction to navigation is the fact that this wreck, although it contains the Carolina and the Montana, as they bodies of sixty-three American sea- sung out into the harbor and passed men, or what is left of them, is ap- out, attracted considerable attention. parently abandoned and forgotten by the government and the people of the lina, were the cans and other thousands of other na- at the golf links at Augusta, and his tionalities annually enter the harbor party, including Mrs. Taft and Wen-of Havana and probably not one omits dell Mischler, his assistant secretary, scandal. The neglect to remove the party of engineers. wreck is attributed by many, especially the large Spanish contingent in Cuba, of newspaper correspondents. Aboard the fear that its removal will disclose each craft was a secret service agent, the fallacy of the popular belief that L. C. Wheeler on the North Carolina, the Maine was destroyed by a torpedo and Richard Jarvis on the Montana. or mine instead of an interior explosion; so far does this opinion pre-throughout the trip. The cruisers sponding to the Republic would not vail that I believe the Cuban government was deterred thereby from dealto navigation of its coastal waters and destroying it; however, it should be added that the Cuban authorities were added that the Cuban authorities were also restrained by a belief that the United States would some time desire and attempt to remove it and preserve the wreck as a whole instead of breaking it up and removing it in the more inexpensive manner. "The correspondence on file in the

department of state and the navy department at Washington shows that a belief prevails in those departments that it is necessary to secure, by a treaty or otherwise, the consent of the republic of Cuba to the authorities of the United States entering the harbor of Havana and proceeding with the work of removal; this permission, if necessary, can be easily secured and the Cuban government would gladly afford every assistance in its power to accomplish the desired result, not only because of the injury to the harbor facilities, but also because of the prompting of patriotism and sentiment.

"I earnestly recommend that United States government take immediate steps to accomplish the removal without further delay."

ARMAMENTS JAPAN MAY BE REDUCED

THIS PLAN.

Leading Japanese Papers Say Cordiał Relations Between America and Japan Cannot Be Affected.

Tokio, Jan. 25.-Marquis Katsura, the premier; Count Jaturo Komura the minister of foreign affairs, and Viscount Terauchi, the minister of war, made brief speeches today before the diet in answer to the reduction in armaments and foreign policy ques tions that have been propounded to various members of the cabinet All of the speeches, which were practically of the same tenor, said that Japan's relations with the powers of the world were so improved that the pic posed reductions were fully warranted. Premier Katsura said that in such matters the Japanese governmen would always be guided by world con ditions, coupled with the economic condition of the country.

The leading newspapers in comment ing editorially on the California situation, say that the Japanese people must not forget that the unfriendiness towards Japan in America ex- | Coke.

ists only among a small clique in California. The editorials further assert that the cordial relations estab lished by the visit of the fleet and the commercial delegates from California cannot be affected by the ac tion of those Americans, who fall to understand the Japan-ese people. "Ashahi" in com-menting on the California affair expresses the hope that while the diet is in session, the government will size an early opportunity to closely define the government's policy and to ex press gratitude to those Americans who are exerting their efforts to prevent the passage of legislation inim

REV. ARTHUR SWEATMAN OF TORONTO, CANADA, DIES

Toronto, Ont., Jan. 25.-Most Rev. Arthur Sweatman, archbishop of Toronto, metropolitan of the ecclesias tical province and primate of all Canada, died yesterday.

SAIL FOR PANAMA CANAL

President-Elect Taft and Party Leave on Mission of Inspection

Charleston, S. C., Jan. 25 .- President-Elect Taft and Mrs. Taft, and party, including a small staff of distinguished engineers, selected to inspect, with the president-elect, the Isthmian canal, sailed for Panama earvent grounding in case they strain on ly today. The party will reach New Orleans, on the return trip on Febru-The two big warships, the North

Aboard the big cruiser North Caro-United States. Thousands of Ameri- cheeks showing the benefit he gained to express regret and centure for the who has been with Mr. Taft since brought out particularly prominent by deplorable spectacle. It has become a Secretary Carpenter left for Califor the length of time which the Republic national reproach and an international nia to recuperate his health, and a

On the other cruiser was the party sailed at 9 o'clock this morning

LABOR" FROM **PULPITS**

MINISTERS CONDEMN IT AS INHU-MAN AND CRIMINAL.

It Lowers the Moral Standard and Constitutes a High Crime Against God and Man.

Chicago, Jan. 25.-Child labor was the theme of sermons in several Chicago pulpits yesterday. In every inthe stance it was denounced as inhuman and criminal.

"The whole trend of child labor is in the direction of the lowest moral standards," said the very Rev. Dean Walter T. Sumner (Episcopal.)

"Some day society must pay the bitter price for the wrongs that it is inflicting upon the helpless child. realize our responsibility there will be no employment of children under 16 years of age. Our country does not need child labor to bring it prosperity."

said: "To put labor in children is a high crime against God and man. He who stands for the employment of children is a criminal and inhuman mon-

The Rev. M. P. Boynton (Baptist)

ster.' The Rev. Henry Forsaythe (Congregational) said: "Physical incapacity, mental blight, moral ruin endanger millions of our children. The sentimental shudder will not solve the problem. An intelligent scrutiny of the causes will reveal the economic, civic and indus-

trial insanity of this modern slaugn-

EARL OF LEICESTER DIES AT HIS ANCESTRAL HOME

ter of innocents,"

London, Jan. 25 .- The Earl of Lei cester died at his ancestral home, Holkham, Wells, Norfolk, yesterday

Thomas W. Coke, the second earl of Leicester, was the patriarch of the English peerage, having been born in 1822. The Earl of Leicester was Lord Lieutenant of Norfolk from 1846 to 1906,

and keeper of the privy seal and member of the council for the Duchy of Cornwall from 1870 to 1901. was the owner of about 50,000 acres and his eldest son and heir, who will succeed to the earldom and to the famous Holnham estate, is Viscount

WIRELESS SAVED SHIP

Without It, Passengers Would Have Gone Down With Republic

New York, Jan. 25.-Wireless teleg

raphy only a few years ago looked upon with skepticism so far as practical results were concerned, classed by the laymen as a weird something whose benefits to humanity were vague and erratic, has shown by the important part it played in the drams of the Atlantic ocean on Sat urday, that no great vessel should leave port unequipped with apparatus such as rendered invaluable service to the White Star liner Republic. With the 1650 passengers taken safe ly from the Republic and the Lloyd-Italian liner Florida which rammed her, due in this port today, and the captain and crew of the Republic suc cessfully taken from the vessel jusbefore she sank last night, those who have followed the details of the wreck pause to think what might have happened had not the flashes from the stricken liner's instruments summon ed other vessels to her aid. Neve before in the history of maritime dia aster has the wireless telegraph been used to better effect, and, it is pre dicted, that steamship companies will not be slow to take advantage of the object lesson with the installment of instruments on all ships not heretofore provided. Some seamen there are who even

go so far to say that had the Florida been provided with wireless that the collision would never have happened for that, despite the fog, the vessels would have been able to locate each other. This, however, is a matter of conjecture which will be threshed out when an official investigation of the wreck is made. Men interested in ships and disas

ters which befall them are also discussing the watertight bulk head. brought out particularly prominent by remained afloat notwithstanding that she was sorely crippled. Edward A. Stevens, an authority on naval architecture, on which subject he lectures before the Stevens institute at Hoboken, N. J., said:

"A comparatively few years ago a have floated five minutes and if fifty of her company had been saved, the crew would have done well. The Ville de Paris, about thirty-five years ago, was hit by a sailing vessel under much the same conditions, in a calm sea at night and probably a much lighter blow than the Republic received. On the Ville de Paris there was frightful loss of life-on the Republic next to none.

Until more detailed reports are at hand as to the extent of the injury to the Republic, it is, of course, impossible to pass on a question of whether the loss of the ship would be due to any inadequacy in the design of her watertight subdivisions or any defect in their construction or in the operation of the watertight doors. The latter seemed to have been promptly closed and to have made it possible to keep the ship afloat long enough to save all hands.

"Any serious collision 25 or 30 years ago meant the immediate foundering May \$1.07; July 97 1-4a3-8; Sept. 94 of a vessel. I can recall the cases of the Westphalia and the Elbe both of which went down within a few min- 62 1-4; Sept. 62 3-8.

utes after being hit. "Even if the advance in the design July \$17.20. and construction of this portion of a vessel had only resulted in keeping a ship afloat a few hours after a collision it has accomplished a great result, especially when the ability to summon help by wireless has been added to the other safeguards of life affoat That this efficiency in the internal subdivision of a ship really exists, can best be shown by the results of the torpedo attacks in the late Russian-Japanese war. The injury of a torpedo is of the same nature as from a collision. But still the Russians were able to repair them sufficiently to get them again in line of battle.'

CORNERSTONE OF CATHEDRAL OF ST. JOHN IN DENVER LAID

Denver, Jan. 25 .- In the presence of nundreds of parishioners and large number of clergy of Denver and other cities, the cornerstone of the Cathe dral of St. John the Evangelist, was laid yesterday. Bishop C. S. Olmstead, of the Colorado division of the Epis copal church, had charge of the cere-The new cathedral when completed

will cost \$500,000.

STEAMER TOWED INTO SAN FRANCISCO HARBOR

San Francisco, Jan. 25 .- The steam er Kallap, from Portland, Ore., ar-rived off this port last night and anchored opposite the life saving station. This morning she signalled a tug which towed her into the har-Her engines had become disabled during the heavy weather encountered during her trip from the north.

Refuse to Quit. His Satanic majesty is like a political officeholder; he gets a lot of abuse, but he never thinks of resigning his job.

CLOSING QUOTATIONS OF WORLD'S MARKETS

OPENING DEALINGS IN STOCKS ON SMALL SCALE

New York, Jan. 25.-Only slight changes from Saturday's prices resulted from the opening dealings in stocks today which were on a small scale. Gains were in the majority, but there were enough losses to make the tone irregular.

The tone became heavy when New York Central reacted a point and Erie lost its advance. National Biscuit and American Tobacco fell 1. Prices stiffened agáin when St. Paul, Southern Pacific preferred and Rock Island preferred advanced a point and North American 1 1-2. Bonds were irregular.

NEW YORK STOCKS.

Amalgamated Copper, 79. American Car and Foundry, 49 1-4. American Locomotive, 57 1-4. American Smelting, 85 3-4. American Smelting, pfd., 102 1-4. American Sugar Refining, 133. Anaconda Mining Co., 47. Atchison Railway, 99 3-8. Atchison Railway, pfd., 101 1-2. Baltimore and Ohio, 112. Brooklyn Rapid Transit, 70 1-4. Canadian Pacific, 174 1-4 Chesapeake and Ohio, 62 5-8. Chicago Northwestern, 178. Chicago, Mil. and St. Paul, 150 3-8. Colorado Fuel and Iron, 41 1-8. Colorado and Southern, 66 1-2. Delaware and Hudson, 177 1-4. Denver and Rio Grande, 38 1-2 Denver and Rio Grande, pfd., 79 3-4. Erie Railway, 30 3-8. Great Northern, pfd., 143 7-8 Great Northern Ore Ctfs., 72 7-8.
Illinois Central, 145 3-4. New York Central, 130. Reading Railway, 137 1-8. Rock Island Co., 24 3-4. Rock Island Co., pfd., 62 1-4. Southern Pacific, 120 1-4. Southern Railway, 26 1-8. Union Pacific, 179 1-4. United States Steel, 54. United States Steel, pfd., 114 1-8, Wabash Railway, 18 1-2. Western Union, 69 1-2.

Standard Oll company, 650. Chicago Livestock. Chicago, Jan. 25.-Cattle-Receipts estimated 17,000; market 10 to 154 higher. Beeves \$4.10a7.00; Texant

\$4.20a4.90; westerns \$3.85a5.50; stockers and feeders \$3.15a5.10; cows and heifers \$1.85a5.35; calves \$5.50% Hogs-Receipts, estimated 38,000; market 10 cepts higher. Light \$5.65 a6.35; mixed \$5.85a6.55; heavy \$5.90 a6.60; rough \$5.90a6.10; good

choice heavy \$6.10a6.60; a5.65; bulk of sales \$6.15a6.45. Sheep-Receipts, estimated 14,000; market 10 to 15 cents higher. Na-tives \$3.35a5.75; western \$3.35a5.85; yearlings \$5.80a7.00; lambs, native, \$5.00a7.75; western \$5.25a7.80.

Kansas City Livestock.

Kansas City, Jan. 25.-Cattle-Receipts, 11,000; market 10 cents high-Native steers \$4.50a6.75; native cows and heifers \$2.25a6.00; stockers and feeders \$3.25a5.50; bulls \$3.-20a4.80; calves \$3.50a7.75; western steers \$4.00a6.25; western cows \$4. 00a5.00.

Hogs-Receipts, 10,000; market 10 cents higher. Bulk of sales \$5.90a6.-35; heavy \$6.30a6.45; packers and butchers \$6.00a6.40; light \$5.60a6. 20; pigs \$4.70a5.50. Sheep-Receipts 8,000; market 10

to 15 cents higher. Muttons \$6.50a. 6.75; lambs \$6.50a7.50; range wethers \$5.00a6.75; fed ewes \$3.00a5.25.

Chicago Close. Chicago, Jan. 25.—Close: Wheat-Corn-Jan. 58 1-4; May 62a1-8; July

Pork-Jan. \$17.45; May \$17.13 1-2; Lard-Jan. \$9.60; May \$9.72 1-2; July \$9.82 1-2.

Lard-Jan. \$9.60; May \$9.72 1-2; July \$9.82 1-2. Ribs-Jan. \$8.80; May \$8.95; July \$9.07 1-2. Sugar and Coffee.

Steady; fair refining \$3.23; centrifugal 96 test \$3.75; molasses sugar \$2.-98; refined, steady; crushed \$5.35; powdered \$4.75; granulated \$4.65 COFFEE-Steady; No. 7 Rio 7 3-8a 7 1-2; No. 4 Santos 8 3-8.

New York, Jan. 25.—Sugar, raw-

St. Louis, Jan. 25.-Wool, unchanged; territory and western mediums 17 a21; fine mediums 15a17; fine 12a14.

Metal Market. New York, Jan. 25.-Lead, dull, \$4.-524.20; copper, nominal, 1421-4; stl-

ver 52. GOSPEL OF BODY SHOULD BE TAUGHT IN CHURCH

Chicago, Jan. 25.—"The gospel of the body should be taught in the church as well as the gospel of the

Firm in this beltef-the outcome of numerous alleged successful cases of neutral healing—Dr. Sheldo Leavitt

mental healing—Dr. Sheldo Leavitt today took charge as teacher of "the League of Right Living," organized by Rev. Johnston Myers.

"The powers of the mind over ills of the body is a thing already determined," Dr. Leavitt declared. "By confidence, by the sheer force of our wills. we can overcome many afflictions, and the culture of this strength is a fit sub-ject to be included in the duties of me many afflictions, and

"And I am positive that, as more and more we prove the supremacy of a prepared mind, the church univer-sally will assume the work."